

HAWKWORKS

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HAWKWORKS RACING IS BORN

Hawkworks is no longer just a little newsletter dedicated to one decade-old motorcycle. It's now a race team dedicated to a decade-old motorcycle as well. Hawkworks is going to field a lightweight endurance team in next year's Central Motorcycle Roadracing Association endurance series. It would behoove our competitors to subscribe, because we're going to puke out all our secrets and game plans right here on the pages of Hawkworks.

The CMRA endurance season is an eight race series consisting of 4, 6, and 8 hour races. Our primary goal is to kick some ass, dude. OK, OK, our primary goal is to have fun, learn how fast we can go over a long time, make smart strategic decisions, wear out many sets of tires, look cool doing it, report our highs and lows to Hawkworks readers, build a bike that will last a season near redline, and test technology and modifications that will work not only on our race bike, but also on a hot street bike. Well, we wouldn't mind kicking a little ass too. Should be easy-peasey. Grrrrrr.

I'm not the fastest mutha out there, so I've managed to wrangle two guys who are always ahead of me on the track, and get them on the team. (If you can't beat 'em...) You met Phil White in that last issue. His job landing jets for American Airlines has Phil acclimated to life at speed. The Duhawki Maestro himself will be massaging the stock motor from my Hawk into a reliable fire breather. The basic formula is to build a motor that retains the stock redline, is friendly to the rider, and won't require more than an oil change and valve adjustment after each race weekend. An 80 horsepower

grenade might be fun for 15 minutes of sprint racing, but keeping it on the boil for an entire endurance shift - hopefully at least an hour per rider - is a recipe for exhaustion, both physically and mechanically.

The second member of the team is Bruce Moore. Bruce has built one of the prettiest VFR 500 / XR 600 Sound of Singles bikes I have ever seen. The attention to detail given to his bike is an indicator of Bruce's tenacity as a competitor. Bruce started racing in 1972 in amateur motocross and dirt track racing. He earned his AMA pro license in 1975, racing throughout the South and Midwest. Taking a break from motorcycle racing, he aspired to climb to the next level total sensory overload. Bruce earned three gold medals in individual skydiving competition. He returned to tempting gravity, instead of embracing it, in 1994 when he signed on as a novice racer in the CMRA. The end of the 1997 season found him 4th in Lightweight Twins, 3rd in Clubman. He took the championship in Vintage 5. Good guy to have on the team.

And then there's me, your humble editor. Lets say I have alot to learn. Both of these flyboys have more ability, experience, and apex speed that I do. So I placed myself in a position where I can pick their brains for all the speed facts I can get. That's right - Team Captain Pandya at your service. I'm in charge here. So what do we do next? Hell I dunno. Let's party!

I know the bike will be a stunner. We'll clothe it in an Aprilia RS 250 front fairing and an RS 125 tail section. This bird will be painted in the Hawkworks Factory

colors (sounds good - dunnit?) of silver and red. The exhaust will exit from under the seat to allow easy access to the rear wheel. The dream front end for our pocket rocket is a set of RC 30 forks. The swing away axle clamps will allow NASCAR like wheel changes and the brake set-up should just about screw the bike into the ground. A custom chrome moly subframe will hover over the Ohlins shock.

Because the bike will be underpowered next to tweaked out FZR 400's, we're going to work very hard to make the bike handle better and weigh less than the other bikes out there. Remember this is endurance racing. One extra pit stop could mean the difference between top five and belly up. We will approach several Hawk aftermarket manufacturers for support, and will hopefully manage to pull together a pretty good sponsorship package for the season. I hope to bring together the incredible resources of the Hawk riding community for theory, advise, construction and criticism.

The Hawk is getting ripped apart soon. The team bike will be spread across Texas for paint, motor work, suspension rebuilds, and chassis detailing - all of which will be chronicled in Hawkworks. We plan on making a couple AHRMA races to run the bike in a few sprints and meet some of you guys and gals. I will personally strap on the thickest knee pads I can find and beg for some attention in the moto-media. However, our main goal is to do the best we can in the endurance series. Oh yeah, kick some ass too. Dude. Then we'll have a party.